



Planning Department

6/25/07  
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**INTERDEPARTMENTAL COMMUNICATION**

**To:** Don P. Johnson, Town Manager **Date:** June 19, 2007  
**From:** Roland Bartl, AICP, Town Planner *R.B.*  
**Subject:** Bruce Freeman Rail Trail – Decisions for Entering the 25% Design Phase

The June 12 10%-design public meeting was well attended (40 to 50 people) and the overhead projector worked this time. It was essentially the same presentation that the Selectmen had in their package a week earlier. There was no opposition to the project voiced by the public during the meeting. Meeting attendees expressed broad support<sup>1</sup> for the trail project. As could be expected, the Great Road (2A/119) crossing took center stage. There was strong and unanimous agreement expressed by all that the crossing should be made with a bridge. Nobody spoke in favor of any of the other crossing alternatives. Meeting minutes are attached.

Before the Selectmen's presentation on June 4, we had individual meetings with key abutters. None were opposed. All offered at least guarded support and accommodation. Meeting minutes are attached.

This wraps up the 10% conceptual design phase except for a meeting to be scheduled with MassHighway to convey the Town's preferences and to then prompt MassHighway to give us a green light on the one preferred set of alternatives to advance to the 25% preliminary engineering design phase.

There are not really that many viable options left. But, allow me to recap in part to keep the Selectmen informed and in part to prompt choices. In response to this memo I hope to receive approval from the Board Selectmen on the recommended solutions where there weren't really any options from the start. Further, I would need an indication of the Selectmen's preferred options where there are potential choices to be made, such as the Great Road crossing, with an indication of ranking so that I and the consultant can be fully informed of the Town's preferences when meeting with MassHighway.

Starting from East Acton to North Acton (see attached presentation for locations and concept details):

**Acton Indoor Sports – Parking:**

<sup>1</sup> But, see one letter received subsequently and forwarded to your office suggesting that the money would be better spent on various sidewalks. What escapes the writer is that the trail is largely funded with Federal and State money, whereas sidewalks don't qualify for such funding.

The owner has indicated readiness to explore the accommodation of trail access parking on this site. The 25% design of trail parking lots is an add-on under our contract with GPI. I recommend adding this. Tom Michelman has explored on behalf of the Town trail parking options with several abutters. He succeeded in obtaining initial verbal agreements from many. Thank you to Tom!

#### **Colonial Spirits - Parking:**

The owner has indicated willingness to set aside some parking spaces for the rail trail. This is a somewhat remote location that requires users crossing Great Road to access the trail. There is no pedestrian accommodation across Great Road in East Acton at this point. In any case, setting aside parking spaces will not require a design effort by our consultant. I recommend that this not be pursued in the 25% effort. The option for parking at Colonial Spirits should remain open, however. The Town may choose to install signage at this parking lot using Town funds once trail construction is complete.

#### **Wetherbee Street Crossing (and all other street crossings except Great Road):**

Use of motion activated flashing beacons is recommended at all at-grade street crossings except Great Road. The motion sensor detects movements on the trail to activate the beacon facing street traffic. Additional or supplemental safety improvements may be added for the two at-grade Main Street crossings in North Acton after further discussions with MassHighway.

#### **Concord Road Crossing:**

Beacons as described above. In addition, MassHighway was adamant that the Concord Road crossing must be as far away as possible from the intersection with Great Road. Thus, it is recommended to run the trail west parallel to Concord Road and away from Great Road for about 140 feet and then cross into the East Acton Village Green on the north side of Concord Road. This will prompt a redesign of the Green as part of the approved CPA project.

#### **Spur to the north-end of the Morrison Farm:**

The concept plan identifies a spur across the old bridge abutments north of Ice House Pond into the Morrison Farm. Do the Selectmen want us to pursue this further? It would be a nice connection, which I believe is also part of the Morrison Farm plan. The 25% design of spur trails is an add-on under our contract with GPI.

Potential trade-offs: Federal funding will prompt Federal/State bridge design standards for a bridge resulting in a heavier design than most of us would deem necessary, i.e. ambulance loading. A lighter weight design may or may not find MassHighway support. In the absence of support for a lighter design the Town could go along with the required design to get funding or fund and install a bridge on its own. I would recommend pursuing a pedestrian-only bridge and seeking a design waiver from MassHighway/Federal Highway. If granted we are all set. If not, the Town can reevaluate at that time.

As a general note on spurs, we need to keep in mind that MassHighway may or may not approve spurs to be included in the project. Some of these spurs could become very costly and result in a less desirable or less competitive project overall if the total price tag is cost prohibitive. It may be a better idea to look for enhancement funding to construct costly spurs as separate projects. However, it is a good idea to have the Selectmen's wish list regarding spurs to approach MassHighway with<sup>2</sup>.

#### **Connection to Brookside Shops at Powers Gallery:**

The Board of Selectmen reserved an easement when approving the site plan for Powers Gallery. We have met the Powers. They support the trail. Development of this spur is recommended as an add-on to the 25% design contract with GPI, especially since MassHighway has now decided to install a signal at the Brookside Shops driveway that would include a pedestrian phase. This spur

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<sup>2</sup> The CPA funding budget includes \$27,000 for design of spurs.

would be more or less across from the spur to the Morrison Farm. Drainage facilities for the Power's site appear to encroach on the easement which could make the spur construction difficult.

#### **Gould's Plaza Parking (rear):**

The owner has agreed to accommodate trail parking in the rear of the plaza, where existing (excess/overflow) parking now exists. It is recommended that this be pursued as an add-on to the 25% design contract. No parking lot design is needed, but a formal connection to the trail will have to be arranged.

#### **Great Road (2A/119) crossing:**

As reported, GPI had developed 10 conceptual crossing options. After an initial meeting, MassHighway left three on the table:

- Bridge
- Roundabout at Davis Road
- Signalized, gated railroad-type crossing

Which of the options would the Board of Selectmen see represented as first, second, and third choice to MassHighway? I would recommend the bridge option as number one for it is the safest and least disruptive alternative of crossing Great Road. The bridge also seems to have the most favorable public reception.

I am cognizant of the visual impact concerns and can share with MassHighway, if so directed, the Town's desire to set the bridge ramp abutments further away from Great Road adding potentially two additional bridge spans. Ultimately, this would seem to come down to a construction cost item. I am also aware of the concern that the ramp especially on the north side may obstruct passage for wildlife of critical concern. The MassHighway design manual for rail trails specifically calls out wildlife accommodations and other environmental considerations during the subsequent design stages. So, this matter will be thoroughly evaluated and any design solutions will be vetted with Mass. Natural Heritage, Conservation Commission, and others having jurisdiction.

Trade-off: If there was a hope or notion, that the rail trail crossing could perhaps create another break in the flow of Great Road traffic (although rather close to the 2A/27 signal), the bridge option will not accomplish this goal. If the Selectmen are looking for a design option that will create another break point along Great Road, then I need to be advised to pursue one of the other two options with MassHighway. MassHighway indicated at the last meeting that they are opposed to introducing traffic signals along Great Road unless clearly warranted.

#### **Memorial Field (at 2A & 27) Spur**

Two options are potentially on the table:

- Running a spur trail parallel to Great Road from the Great Road crossing to the ball field; or
- Running a spur trail from a trail point further north of Great Road to the field.

The second option is recommend. It is significantly shorter and more scenic. Both options require a span of some sort over Nashoba Brook. At first glance, wetlands impacts are involved with both options about commensurate with the length of the spur. Running along Great Road will require a new or added bridge across Nashoba Brook where Great Road crosses it now, and there are extensive wetlands alongside Great Road to the ball field where significant work would be required. Running the spur further north is shorter. It could be accomplished with a boardwalk (design loading requirements may be an issue – see discussion on this subject under Morrison Farm spur!) that could incorporate the Nashoba Brook crossing in its design. I recommend that one of these options, as the Board of Selectmen may direct, be added to the 25% design project. Again, MassHighway may or may not allow for the inclusion of this spur in the project.

#### **Rex Lumber Detour and NARA Park Connection**

Based on previous agreements between the Town and Rex Lumber and more recent conversations with Rex Lumber, it is recommended that the trail runs a detour around the Rex Lumber property leaving the railroad right of way to cross Rex Lane at the Rex Lumber yard gates,

touching with a very short spur the northeast corner of the NARA parking lot, the running along the backside of the Rex Lumber drying sheds, around Rex's lumber storage area in the north of the NARA pond, and then back to the right of way. At the NARA parking lot, some rearrangement in the northeast corner can be made to carve out a few parking spaces dedicated for rail trail parking. Alongside NARA, the rail trail would run behind and separate from the walking trail around the pond. The specifics of the parking arrangement at NARA and the short spur connection are part of the contracted design.

#### **Spur to Nagog Park / Nagog Woods / Avalon Bay Project**

When writing the RFP, there was the notion of a potential trail spur through or alongside NARA, via Quarry Road, through the Town Forest to the cul-de-sac turnaround at Nagog Park. Do the Selectmen wish to add this to the 25% design contract? Trade-offs will be the same as with other spurs: Federal/State design standards with federal funding; or lesser design standards with local funding. How should we pursue this one? This spur would require a significant survey effort if included in the design.

#### **Spur to Nashoba Ski Area**

North of Rex Lumber extends a privately owned railroad right of way that curves through North Acton in a westerly direction and runs into Westford. This is a potential new trail for another day. I do not recommend further exploration at this time.

#### **1019 Main Street Parking Easement**

At 1019 Main Street in North Acton, the Town has secured as part of a site plan approval a trail access and parking easement. It is recommended that the design for this access and parking lot be pursued as an add-on to the 25% design contract.

MINUTES OF MEETING OF June 12, 2007

Bruce Freeman Rail Trail  
Acton, MA  
MAX-2006073.00

DATE PREPARED: June 19, 2007

LOCATION: Francis Faulkner Room  
Acton Town Hall, Acton MA

ATTENDEES: See attached sign-in sheet

PURPOSE: 10% Public Meeting

Discussion:

A meeting was held at the Town of Acton to solicit input from the public and to address individuals' concerns and questions. Mr. Bartl began the meeting by making introductions and briefly describing the project. Mr. Ericsson then made a presentation about the project describing the limits, typical section, potential access points and the crossing alternatives that were considered at Route 2a/119. Following is a summary of the major points of discussion made by the public:

- Mr. Michelman asked if a tall fence would be needed along the pedestrian bridge if that option were to be constructed at the Route 2a/119 crossing. Mr. Ericsson said that this issue is still being coordinated with MassHighway and that their Design Manual does provide language that requires aesthetics be a consideration when selecting a fence.
- Mr. Ericsson said that the focus of the meeting concerns portions of the project in Acton, although the project does run through Carlisle briefly before ending in Westford.
- Mrs. Teller asked if traffic counts were available for Route 225/27 in Westford and requested a copy of the data if possible. Greenman-Pedersen, Inc. (GPI) will provide this information to Mrs. Teller on behalf of the Town.
- An attendee of the meeting noted that MassHighway appears to be satisfied with the bridge alternative. Would there be any reason the bridge alternative would not be implemented? Mr. Ericsson explained that GPI will be evaluating the three concepts that were advanced and will meet with MassHighway again to select the preferred design. A Project Initiation Form (PIF) will then be submitted to MassHighway.
- An attendee stated that it was their opinion that a bridge or a tunnel should be the only options considered at the Route 2a/119 crossing.
- An attendee asked if a sidewalk along Route 2a/119 to the intersection of Route 27 would be possible. Mr. Ericsson stated that widening to accommodate a sidewalk would require bridge reconstruction along Route 2a/119 and would become very costly.
- An attendee asked why the tunnel option was not advanced further. Mr. Ericsson replied that tunnels are not inviting, they can be cost prohibitive and there are major water table/drainage concerns at this location. A tunnel would also have right-of-way impacts and require more maintenance from the Town.

- An attendee stated that too much faith cannot be placed on drivers to adhere to regulations. For this reason, the bridge should be the only option to be advanced.
- An attendee asked what happens to the existing railroad ties and rails. Mr. Bartl said that they could be removed via a separate contract depending on the price of steel. The railroad ties will be disposed of in accordance with State environmental regulation. In general, the contractor will not need additional width beyond the EOT property to construct the trail.
- An attendee asked if screening will be provided for project abutters. Ms. Williamson indicated that fences and plantings are typically provided where necessary for abutters. Meetings will be held with abutters to determine the needs. Based on previous project experience, plantings do not work well since maintenance becomes a major issue. Attendee requested that natural screening should be maintained wherever possible.
- An attendee asked if alternative trail materials have been considered other than a paved surface. Mr. Ericsson mentioned that the trail must be ADA compliant and that the material must be low maintenance. These requirements greatly reduce the available options. The soft walking path is planned to be stone dust.
- An attendee voiced that the bridge option is a great alternative for the Route 2a/119 crossing.
- An attendee indicated that on other trails it has been seen that abutters actually remove screening from the trail in order to have a greater connection with the facility.
- An attendee suggested that a wood engineered arch bridge be considered at the Route 2a/119 crossing.
- An attendee noted that all trail users should stop when coming to a roadway crossing. GPI confirmed that this would be the case.
- An attendee asked about the anticipated winter usage of the trail and asked if the soft trail could be used for cross country skiing. Mr. Bartl responded that it is currently unclear of how the trail will be maintained during the winter, although it will definitely depend on usage. It may be possible that the soft trail be dedicated to cross country skiing.
- An attendee noted that there are many historic features along the trail that may be identified.
- Mr. Flood noted that he is in the process of acquiring a home along the rail line. He was wondering if the profile of the rail will change much once the trail is built. Mr. Ericsson indicated that the profile of the trail will not vary much from the existing rail elevations.
- An attendee asked what the plan is for the existing bridge structures along the project. Mr. Ericsson said that the existing abutments shall remain and that new decking will be provided. The bridges will be designed to accommodate emergency vehicles. The attendee indicated that beaver dams have been a major issue and cause flooding. He fears that the reconstructed bridge decks may become more of a problem by aiding beavers in the construction of dams.
- An attendee noted that the bridge seems to be the best crossing alternative for Route 2a/119 in terms of cost and safety.
- An attendee asked how the project is funded. Mr. Ericsson responded that the construction cost is covered through CMAQ funding (80% by federal dollars and 20% by state dollars). The final design fee is paid for by the Towns.
- An attendee asked who maintains the trail after construction. Mr. Ericsson noted that trail maintenance will be up to the Towns after construction.
- An attendee asked if there are any plans for restrooms along the trail. Mr. Bartl responded that NARA facilities will be available during summer months, but there are currently no other plans for restrooms along the project. This issue will have to be considered in the future.

- An attendee noted that parking is proposed at Colonial Spirits and asked if there will be a crossing to get pedestrians across Route 2a/119. Mr. Ericsson said that given the proposed signal at Brookside Shops, a second crossing does not seem practical at this point.
- An attendee asked why the trail goes around Rex Lumber rather than along the old rail alignment. Mr. Ericsson said that the property owner has agreed to work with the Town to provide easements so that trail safety is maintained by keeping people out of the lumber yard.
- An attendee asked when the project will be constructed. Mr. Bartl responded that the project is currently on the 2010 Transportation Improvement Plan (TIP) and that the Town will be working to prevent the project from slipping. The project was previously on the 2008 TIP. Friends of the BFRT are working to move the project to the 2009 TIP.
- Mr. Michelman noted that the Westford Phase 1 project of the BFRT was advertised and bids will be opened on June 26<sup>th</sup>.
- An attendee voiced concern about the routing of the trail around Rex Lumber. Mr. Bartl indicated that EOT owns the property through the lumber yard and will continue to own this property. Mr. Bartl is happy with the alignment adjacent to NARA and feels there is an aesthetic benefit to the alignment.
- An attendee asked what can hold up TIP funding for the project. Mr. Bartl explained that Town support could be an obstacle, design constraints as well as the fact that this project needs to compete against other projects to obtain funding.
- Mr. Bartl indicated that 25% plans will be developed for submission to MassHighway. The Town will work with GPI for enhancement funding.
- An attendee asked if motorized vehicles will be allowed on the trail. Mr. Bartl responded that all motorized vehicles (other than motorized wheelchairs) will be prohibited from the trail and enforcement will be up to local authorities.
- An attendee asked who is responsible for crossing the trail over Route 2 (south of project limits). Mr. Bartl said that a future project will continue the trail to the south and the trail crossing will be coordinated with the Route 2 rotary project.
- Mr. Ericsson said that a 25% Public Hearing is most likely expected in January/February of 2008.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,



Joseph P. Johnson, P.E.  
Project Engineer

cc: Roland Bartl

# 10% Public Meeting Bruce Freeman Rail Trail Acton/Carlisle/Westford

Acton Town Hall  
Room 204

Tuesday, June 12, 2007  
7:30 PM

Name	Affiliation	Phone	Email
Christer Ericsson	GPI	781-279-5500	
Joe Johnson	GPI	781-279-5500	jjohns@aggr.net
Becky Williams	GPI	781-279-5500	
Emily Teller	FBFRT Westford	978-692-6968	eteller@earthlink.net
Alan Cameron	FBFRT Carlisle	978-369-2223	alancameron@comcast.net
Barbara Pike	FBFRT Concord	978-369-0437	
Bill D'Amico	FBFRT Acton	978-263-2557	
Sarah Bradbury	MHD-D3	508-924-3908	
Kira Compagno	FBI Acton	978-266-1740	
Linas Aluskas	FBFRT Westford	978-692-9722	Linas580@telus.ca
Steve Evans	FBFRT Acton		
Janet Irons	abutter	978-263-9090	ironj@fas.harvard.edu
GARY HARRING		978-264-9822	GARRETT@GARYHARRING.COM
Michael Kinzinger	Self	978-936-2056	mkinz1mq@yahoo.com
Nolan Perry	abutter	978-266-1289	nperry.ad@new.edu
Matthew Long-Middleton	Self	978-263-5271	LongMiddletonME@kenyon.edu
Christian Schiavone	The Beacon	978-371-5743	cschiavo@beacon.com



# 10% Public Meeting Bruce Freeman Rail Trail Acton/Carlisle/Westford

Acton Town Hall  
Room 204

Tuesday, June 12, 2007  
7:30 PM

Name	Affiliation	Phone	Email
Brewster Conant	Gutter	978-263-2090	
Douglas Deyoe	Heartlandway e-butter	978 263 4435	
David Crimmin	BFRT fund	978 263-5434	
David Johnson	Advisor	978 266-1528	
Bob/Santa	ABUTTER	978-263-5244	
Yusef + Sherrin Paker		978-929-2573	
Stephen Mitchell		978-635-0604	
Scott Hayes	ISO GREAT K	978 263 3344	
David Braun	8 Horseshoe	978-263-0909	
Tom McLaughlin	30 Green Rd.	978-287-7262	
Norman Win	12 Wheeler La	978-263-8118	
CYNTHIA MCALPIN	BFRT	781-981-3943	
Art Milliken	Concord Green	978-369-9113	
Paul Melillo	BFRT	978 263 4661	
Beverly White	NIMCOG	978-454-7021 x20	
Laurie Wilman	LSCM, Nashua based, BCT, contractor	978 263 2137	
Paula Brady	BFRT	978 263 2511	

**10% Public Meeting  
Bruce Freeman Rail Trail  
Acton/Carlisle/Westford**

**Acton Town Hall**  
**Room 204**

**Tuesday, June 12, 2007**  
**7:30 PM**

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## MINUTES OF MEETING OF June 4, 2007

Bruce Freeman Rail Trail  
Acton, MA  
MAX-2006073.00

DATE PREPARED: June 6, 2007

LOCATION: Planning Department  
Acton Town Hall, Acton MA

ATTENDEES:	Roland Bartl	Town of Acton, Planner
	Christer Ericsson	Greenman-Pedersen, Inc.
	Joseph Johnson	Greenman-Pedersen, Inc.

PURPOSE: Meetings with Key Project Abutters

### Discussion:

A meeting was held at the Town of Acton to solicit input from key project abutters and to address individuals concerns prior to the June 12<sup>th</sup> public meeting. Following are major points made at each appointment:

### 3:30 PM – Jeff Bursaw, Bursaw Oil:

- Mr. Bursaw requested that screening be provided along the back of his property from approximately the location of the propane tank to the northern limit of the gravel parking area. Ideally this screening will match the type of fencing that currently exists on other locations of his property.
- Mr. Bursaw would support a 'Free Air' sign for trail users to utilize his property to inflate tires. Apparently there currently exists an air filling station on his property. (GPI does not feel that MassHighway will support this type of signing without a formal easement from the property owner. Although he offers a pleasant addition to the project, Mr. Bursaw should understand potential liability issues with inviting the public on his property. The Town may want to install a sign after MassHighway's construction.)
- Although there may be some flexibility with the trail alignment behind Bursaw Oil, it does not appear that the trail can avoid the existing encroachments on the EOT property without impacts to the existing wetlands located to the west.
- Mr. Bursaw acknowledged that his trucks encroach on the EOT's property as they currently park. He does not feel it is a major issue to reconfigure the parking to eliminate the encroachment.
- Mr. Bursaw indicated that he would like to sponsor two benches along the trail as the project moves forward.
- It was discussed that EOT may request a formal easement from Mr. Bursaw as part of their review. Mr. Bursaw understood this and said he will wait to hear from the Town should this situation arise.
- As part of the 25% Design, GPI will look to incorporate fencing as requested by Mr. Bursaw while the trail alignment will most likely not be revised.

4:00 PM – John and Stacie Durkin, Wetherbee Street:

- The Durkin's obtained a 30' easement from EOT some time ago. The BFRT alignment will avoid encroachment to this easement. The existing easement is utilized for access to their property and is also used as emergency access to Acton Indoor Sports (adjacent property to the south).
- GPI will consider a screening fence or a low timber rail fence along their easement depending on the grading.

4:30 PM – Craig Forrester, Rex Lumber Property:

- The trail alignment in the vicinity of the property was presented to Mr. Forrester. He indicated that he is most concerned about impacts to immovable features on the property (i.e., building structures, parking areas). The conceptual alignment does not appear to have any of these impacts. He offered that the trail alignment near the spoils pile could be shifted closer towards the parking lot if it would help the project.
- It was explained that property takings would be necessary along the southerly, westerly and northerly borders of his property. Some of these areas are not able to be developed since they are wetlands.
- Mr. Forrester asked if he would have any issues if he decided to repave the parking lot (or perform other work on-site) at a later date if he reduced the ratio of 'pervious/impervious' area on his property. Mr. Bartl did not think it would be an issue since the property would become public. However, Mr. Bartl said he would have to look into this issue further.
- Mr. Forrester suggested that rather than have a fence placed along his drying racks, maybe the back of his drying rack would serve as the barrier to his property. This would allow for easier maintenance to the racks when necessary.
- There currently exists a gate allowing access from the Rex Lumber parking lot to NARA. GPI may need to maintain this gate location when the new fence line is established.
- Overall, Mr. Forrester was pleased with the conceptual trail alignment as presented.
- It was discussed that bracing for the drying racks will need to be considered as the design develops.

5:30 PM – Brewster Conant, Isaac Davis Trail:

- Mr. Conant granted an easement to the Town to allow the public to walk the Isaac Davis Trail (through his property) on April 19<sup>th</sup> and July 4<sup>th</sup> of each year. Apart from these two days a year, public access is not allowed.
- Mr. Conant is concerned that trail users may trespass on his property when not authorized. He is especially concerned about motorized vehicles.
- It was explained that motorized vehicles are not anticipated on the trail. Signing and physical obstructions are placed at the trail heads to discourage motorized vehicles, but it is virtually impossible to restrict all access.
- Mr. Conant desires that the Isaac Davis Trail not be identified where it crosses the BFRT. He feels that a sign at this location could actually increase the occurrence of trespassing.
- GPI will develop the 25% design proposing "Private Property" signs at the trail crossing. A plaque describing the historic significance of the Isaac Davis Trail may be located along the BFRT that is vague about its actual location. This text/location for this sign would be coordinated with Mr. Conant.

6:00 PM – Larry Powers, Powers Gallery:

- The Town asked the property owner that an easement be provided along the northern property line of the Powers Gallery. The easement would be utilized as a possible connection of the BFRT to the Brookside Shops. A traffic signal is proposed at the Brookside Shops that would allow trail users to safely cross Route 2a/119 to the Plaza.
- The width of the easement was not confirmed. The plan provided to GPI showed a 20' easement while Mr. Powers felt the width was to be 10'. The easement has not been recorded.
- The site was designed by Stamski and McNary and has been built. The easement locations appears to be problematic since it crosses a drainage outlet with rip rap. As built, it appears that it would be very difficult to get an ADA compliant sidewalk passed the drainage area without substantial grading.
- GPI will have to conduct a site visit to explore options.

6:30 PM – Tom McLaughlin, Acton Indoor Sports:

- Mr. McLaughlin indicated that he did acquire an easement from EOT to encompass the encroachment of his playing fields. He will forward this easement to the Town for their records.
- Mr. Bartl asked if it would be possible to dedicate some parking for trail use. Mr. McLaughlin did not see an issue with this especially since peak trail use will most likely occur during the off-season for Acton Indoor Sports.
- GPI will explore the option of providing some trail parking by expanding the parking lot onto EOT property.
- Based on a review of the plans, it appears that there may be a few incorrect survey shots in the vicinity of the outdoor fields. GPI will inquire with Judith Nitsch.
- A sign for the BFRT parking may be located along Route 2a/119 to advertise its location to trail users.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

  
Joseph P. Johnson, P.E.  
Project Engineer

cc: Attendees

## Roadway Crossing Alternatives

BFRT at Route 119/2A

Alternative	Description	Good-Better-Best Safety	Approximate Cost	Minor-Major ROW Impacts	Minor-Major Wetlands Impacts	Against-Neutral-For Public Support	Constructability
1	Unsignalized - Refuge Island (two-step)	Better	\$98,750	Minor	Minor	Neutral	Minor Disruption
2	Unsignalized - Perpendicular Crossing	Good	\$0	Minor	Minor	Neutral	-
3	Unsignalized - Skewed Crossing	Good	\$0	Minor	Minor	Neutral	-
4	Actuated Beacons - Perpendicular	Better	\$31,250	Minor	Minor	For	-
5	Signalized Crossing at 2A/27	Best	\$897,500	Major	Major	?	Minor Disruption
6	Signalized Crossing at Davis Road	Best	\$3,171,250	Major	Major	?	Major Disruption
⑦	Unsignalized Crossing at Davis Road	Better	\$463,750	Minor	Minor	?	Major Disruption
8	Signalized/Gated Crossing	Best	\$187,500	Minor	Minor	?	Minor Disruption
9	Overpass	Best	\$1,337,500	Minor	Minor	?	Minor Disruption
10	Underpass	Better	-	Major	Minor	?	Major Disruption
	Spur to Veterans Memorial Field		\$715,000	Major	Major		Minor Disruption

Roundabout